

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (currently amended): An intake manifold for a fresh air system of an internal combustion engine, in particular in a motor vehicle, having a pipe section ~~(2)~~ which is assembled from at least two pipe parts ~~(3, 4)~~ which are manufactured as injection-molded parts and are joined together by a joint ~~(12)~~ formed by a material integrally molded or injected into the area of a parting line ~~(5)~~ between the pipe parts ~~(3, 4)~~.

Claim 2 (currently amended): The intake manifold according to Claim 1, wherein

- the intake manifold ~~(1)~~ has a bellows section ~~(6)~~ which is jointed to the pipe section ~~(2)~~,

- the bellows section ~~(6)~~ is designed as an injection-mold part and is integrally molded or vulcanized onto the pipe section ~~(2)~~.

Claim 3 (currently amended): The intake manifold according to Claim 2, wherein the joint ~~(12)~~ and the bellows section ~~(6)~~ are made of the same material.

Claim 4 (currently amended): The intake manifold according to Claim 2, wherein the joint ~~(12)~~ of the bellows section ~~(6)~~ are designed in one piece together.

Claim 5 (canceled).

Claim 6 (currently amended): The intake manifold according to Claim 1, wherein the pipe parts ~~(3, 4)~~ form in the area of their parting line ~~(5)~~ at least one injection channel ~~(11)~~ into which the joint ~~(12)~~ is injected.

Claim 7 (currently amended): The intake manifold according to Claim 1, wherein the material of the joint ~~(12)~~ is coordinated with the material of the pipe parts ~~(3, 4)~~ so that the material of the joint ~~(12)~~ attaches the pipe parts ~~(3, 4)~~ to one another by means of adhesion and/or fusion.

Claim 8 (currently amended): The intake manifold according to Claim 1, wherein the pipe parts ~~(3, 4)~~ are designed in the area of their parting line ~~(5)~~ so that the material of the joint

~~(12)~~ joins the pipe parts ~~(3, 4)~~ together in a form-fitting manner.

Claim 9 (currently amended): A method for manufacturing an intake manifold ~~(1)~~ for a fresh air system of an internal combustion engine, in particular in a motor vehicle

- in which at least two pipe parts ~~(3, 4)~~ are manufactured as injection-molded parts,
- in which parts ~~(3, 4)~~ are joined together to form a pipe section~~-(2)~~,
- in which a joint ~~(12)~~ is integrally molded or injected using a material which joins the pipe parts ~~(3, 4)~~ to one another in the area of a parting line ~~(5)~~ between the pipe parts~~-(3, 4)~~.

Claim 10 (currently amended): The method according to Claim 9, wherein a bellows section ~~(6)~~ is integrally molded or vulcanized onto one end ~~(7)~~ of the pipe section~~-(2)~~.

Claim 11 (currently amended): The method according to Claim 10, wherein the integral molding or injection of the

~~compound~~ (12) joint and integral molding of the bellows section (6) are performed in a joint operation.

Claim 12 (currently amended): The method according to Claim 10, wherein the same material is used for the joint (12) and for the bellows section (6).

Claim 13 (currently amended): The method according to Claim 10, wherein before integral molding or injection of the compound (12) and before integral molding of the bellows section (6), the at least two pipe parts are assembled to form a hollow space for receiving the material of the bellows section (6) with one hollow space or with multiple hollow spaces to accommodate the material of the joint (12).

Claim 14 (canceled).

Claim 15 (currently amended): The method according to Claim 14 21, wherein the integral molding of the ring gasket (13) performed in the same operation as the integral molding of the bellows section (6) and/or the integral molding or injection of the joint (12).

Claim 16 (currently amended): The method according to Claim 9, wherein the pipe parts ~~(3, 4)~~ in the assembled state form at least one injection channel ~~(11)~~ into which the material of the joint ~~(12)~~ injected in the area of their parting line—~~(5)~~.

Claim 17 (currently amended): The method according to Claim 1, wherein the material of the joint ~~(12)~~ is coordinated with the material of the pipe parts ~~(3, 4)~~ so that the material of the joint ~~(12)~~ joins the pipe parts ~~(3, 4)~~ to one another by means of adhesion and/or fusion.

Claim 18 (currently amended): The method according to Claim 9, wherein the pipe parts ~~(3, 4)~~ are designed in the area of their parting line ~~(5)~~ so that the material of the joint ~~(12)~~ joins the pipe parts ~~(3, 4)~~ together in a form-fitting manner.

Claim 19 (currently amended): The method according to Claim 9 10, wherein the same material is used for two members from the group of the joint—~~(12)~~, the bellows section ~~(6)~~ and the ring gasket—~~(13)~~.

Claim 20 (new): An intake manifold for a fresh air system of an internal combustion engine, in particular in a motor vehicle, having a pipe section which is assembled from at least two pipe parts which are manufactured as injection-molded parts and are joined together by a joint formed by a material integrally molded or injected into the area of a parting line between the pipe parts, wherein a ring gasket is integrally molded or vulcanized onto the pipe section.

Claim 21 (new): A method for manufacturing an intake manifold for a fresh air system of an internal combustion engine, in particular in a motor vehicle

- in which at least two pipe parts are manufactured as injection-molded parts,
- in which parts are joined together to form a pipe section,
- in which a joint is integrally molded or injected using a material which joins the pipe parts to one another in the area of a parting line between the pipe parts,
 - wherein a ring gasket is integrally molded or vulcanized onto an end of the pipe section.